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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

October 30, 2006

Members

AASHTO Technical Committee on Environmental Design

Minutes of Technical Committee on Environmental Design
October 2-5, 2006 Meeting in Cody, Wyoming

The AASHTO Technical Committee on Environmental Design (TCED) met October 2-5, 2006 in Cody Wyoming, hosted by the Wyoming DOT and Tim Stark. Monday evening and Tuesday were the business portions of the meeting, and Wednesday was the field trip to Yellowstone National Park.

The list of those members and guests attending is enclosed. Phil Bell had a mailing address change (see enclosure). The absence of 8 TCED members at a meeting was very unusual; the recent previous high absence was 4 in Fall 2004 and again in Fall 2005.

	<u>Spring</u>	<u>Fall</u>
2006	12 attended of 15, 3 absent	8 attended of 16, 8 absent
2005	15 attended of 17, 2 absent	13 attended of 17, 4 absent
2004	16 attended of 17, 1 absent	13 attended of 17, 4 absent
2003		11 attended of 14, 3 absent

Chris Dacus, a Registered Landscape Architect with the Hawaii DOT, attended his first meeting and afterward expressed interest in participating in TCED's review of the rewrite of the 1991 Landscape Guide and in becoming a member. Due to distance and cost probably preventing him to regularly attend TCED meetings, we are asking whether AASHTO will allow Chris' appointment as a 5th member from Region 4 on TCED.

Shelby Carlson, WyDOT District 5 Engineer, told us about Wyoming and WYDOT: under 500,000 total population, the two largest towns (Cheyenne and Laramie) each have 70,000, most towns are at an elevation larger than their population. WHD was renamed WYDOT in 1992 with ISTE. They let about 135 projects worth \$225 million for construction in 2006. Their next big construction project is on US-26/287 from Dubois westward, will last 12 years, and WYDOT is working with a Dubois Marketing Committee to reduce the impact on summer tourism (see gotogwoteetrail.com). One Maintaining Traffic component WYDOT uses successfully is specifying a maximum delay through all parts of a project rather than specifying maximum delays at each traffic control point. A few years earlier in Snake River Canyon (US-26/89), the contractor successfully assembled rock control mesh on the flat ground, hydroseeded it, then lifted it into place with a helicopter and the seed grew!! WYDOT has had success in dealing with their component of Tribal Lands.

SCOD input: no communications have been received. Three topics were discussed for possible TCED presentation to the 2007 or 2008 SCOD annual meeting: an update on CAD Visualization (by NYSDOT) which is available within most modern CAD programs; design in conjunction with Tribal Lands (by NM, UT, WY); and in conjunction with the TC on Hydrology and Hydraulics to present new techniques to retain stormwater within the ROW instead of passing it downstream. TCED will communicate with the SCOD Organizational Review Group regarding (opposing) the 2005 SCOH rule limiting future Technical Committee Chairs to persons also on the parent Subcommittee (SCOD).

FHWA: Bob Schlicht was unable to attend at the last minute, but he furnished an Email of newest items that was shared with those attending and forwarded to those not attending. It is repeated here to capture the web sites mentioned.

1. CSS at FHWA: FHWA has recently updated its activity list which combines all our CSS Activities in one document. See <http://www.fhwa.dot.gov/csd/activities.cfm>.
Examples:
 - a. FHWA has technical assistance available. See item IV.A.
 - b. There are three different types of CSS training courses available. See items IV.B. thru IV.D. or contact FHWA's CSS Coordinator Barbara Bauer (barbara.bauer@fhwa.dot.gov)
 - c. There is an online document with Q&A about CSS in the Transportation Planning Process. See item I.B.
2. Environmental Restoration and Pollution Abatement: FHWA has recently issued a memorandum to implement Section 6006 of SAFETEA-LU. This section provides expanded eligibility of Federal-aid funds for environmental restoration and pollution abatement. This applies to retrofitting existing transportation projects, including stand-alone projects. See the memo at <http://www.fhwa.dot.gov/hep/envrestore.htm>.
3. Visualization in Transportation Planning: Visualization has been used for design applications for many years. Now there are also many applications where it has been used in the planning phase. There is a new web site that demonstrates these applications with examples and references. See <http://www.fhwa.dot.gov/planning/vip/index.htm>.

NCHRP Rewrite of 1991 Landscape Guide: The writing consultant has begun data gathering, including an on-line survey sent to each TCED member. The TCED Chair will work with Keith Robinson of Caltrans, Chair of the re-write effort, to determine the most effective way of involving TCED in text review during 2007; TCED members expressed interest in also making input to the December 2006 draft Index listing proposed Chapters, and then to review the Chapters after the NCHRP members have reviewed the first draft of each Chapter. We felt that once TCED begins text review, we owe it to the NCHRP group to continue reviewing subsequent drafts. TCED will designate one person (not Jeff Caster who is already on the Editing Group) to receive draft texts from Keith and coordinate TCED review comments to him. TCED will be the AASHTO group to recommend the new on-line publication for Balloting and Adoption.

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October 27th update: Win talked with Keith, and we agreed that he will send me the first draft of the Index (anticipated Jan-Mar '07) which I will share with TCED. After the NCHRP group reviews and comments on the first draft of each Chapter, he will send me the second and subsequent drafts (anticipated Mar '07) for me to forward within TCED. Initially, Keith will accept our individual specific review comments; if this work gets too overwhelming, he will ask me to designate a TCED member to collect and forward our comments to Keith.

Review of our Visualization Guide: It was stated that the on-line document remains current as to its text, but could be improved if the AASHTO website will support an example of 4-D (incorporating Time as the 4th dimension). We will ask Jim McDonnell whether a short 4-D example can be added to the on-line document. NYSDOT said they use Visualization on their internal network, and have taken project examples to State Fairs and other public gatherings as examples. DOTs usually design in 2D, but must design in 3D to get the isometric view before significant rough Visualization can be activated by the designers. TRB has a website with many articles on Visualization and is also working on this topic for designers and the public, with the most public value expected to be interactive exhibits. The current TRB Task Force on Visualization is expected to become a Committee.

Environmental Management Systems: these are being advocated by AASHTO as a Best Management Practice. UDOT, PennDOT, and FlaDOT each gave their experiences with portions of this idea. FlaDOT said they initiate a public website which includes environmental commitments for each of their new Major Action projects.

Vt AOT reported on the Green Highways Initiative and recent conference. Green Highways is similar to LEED, to promote sustainability and using recycled materials. This is expected to be supported by proactive leadership of DOTs, rather than become a FHWA requirement. (Did someone publish a book/paper on Green Highways?)

We received a partial update on Utah's Legacy Parkway whose alignment north of Salt Lake City we visited in 1997. Shane will also bring an update of Utah's Design Flexibility to our May 2007 meeting.

Five TCED members attended the September CSS conference in Baltimore (minutes web link sent separately), and gave these views: The conference was to share outcomes to encourage increased CSS use by each DOT. Approximately 300 attended, representing 41 states. AASHTO is trying to reduce 15 current specific CSS items down to 4-5 main key points to become a national CSS Action Plan. FHWA might revise their CSS definition. There is a NCHRP project to develop Performance Measures when the CSS process is followed. The public's desire for Quality of Life might be equal with the DOT's desire for Mobility and Safety. CSS is a process and a way of thinking, not necessarily a picture of the outcome. AASHTO continues its discussion on where best to locate the CSS topic.

Chris Dacus told us that Hawaii is one of three states where individual engineers can be held liable for their design, and their State Legislature has demanded that the DOT begin using the CSS process.

WYDOT told us of their four levels of Public Participation (negotiation):

Competition	Win – Lose
Accommodation	Lose – Win
Compromise	Half Win – Half Lose
Collaboration	Win – Win

DAD: Design and Defend

CAD: Collaborate and Decide

POP: Publicly Owned Project/Process

Interspersed during Tuesday, Wyoming DOT and the US Forest Service gave presentations on their successful reconstruction of US-14/16/20 telling us they obtained Conservation Easements for Elk Habitat from land that was ripe for subdividing. They showed a photo of a constructed wetland with a Grizzly Bear swimming in it, which indicates Success! The US Forest Service gave presentations on collaboration with a DOT: talk about Interests instead of Positions, and use Appreciative Inquiry (ask what works well, not what went wrong) then do more of what works! The National Park Service gave presentations on Yellowstone: 5 entrances, 3 million visitors annually; they have not had sufficient requests for bike travel to add bike lanes (they would be used for car parking whenever animals are present). They used custom form liner from other on-site rock walls, with 3” relief; but are moving back to actual laid up real stone which they can obtain at the same price, and they find the concrete form liner stone prematurely crumbles. The history of the eastern entrances to Yellowstone included discussion of the Red Lodge – Cooke City Highway (US-212, maintained by the National Park Service), then the later construction in the early 1990’s of the Chief Joseph Scenic Highway (Wyo 296) into Cody.

WYDOT arranged for a Greyhound type bus to transport all of us in one vehicle for Wednesday’s tour of three main projects, and had various speakers on board to tell us what we would and were seeing.

Leaving Cody, we were told of the geology and glaciers as we drove the Chief Joseph Scenic Highway (WYO 296), built in three segments during the early 1990’s to augment the Cooke City-Red Lodge Highway (US-212) which until then was the only access to the Northeast Entrance. We stopped at the Sunlight Bridge across a narrow deep gorge, the highest bridge in Wyoming.

At the west end of the Chief Joseph Scenic Highway we entered Yellowstone on US-212, which is maintained by the National Park Service as this route prior to 1990 was the only road serving the Northeast Entrance from Red Lodge Montana.

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In Yellowstone National Park we were shown sections of their two pavement widths: 30' (11' lanes, 4' shoulders), and 24' (11' lanes, 1' shoulders) in very tight areas, the narrow Northeast Entrance road to-be reconstructed, and features complicating its reconstruction, and the current reconstruction of 10 miles in the park leading to the East Entrance. We also stopped at the Canyon Visitor Education Center that opened one month earlier, and viewed the effort to replace wetlands at the north end of Yellowstone Lake.

Leaving Yellowstone on US-14/16/20 we saw WYDOT's recent reconstruction of this major 2-lane arterial, which saw its posted speed decreased from 65 to 50 mph to accommodate reduced design standards to fit the terrain and wildlife that give motorists an extended park-like setting but outside Yellowstone. On both Chief Joseph and US-14/16/20 there are very few trucks due to no trucks being allowed to travel through any part of Yellowstone National Park.

The TCED members attending thanked Tim Stark and the Wyoming DOT for hosting this meeting and arranging for the very knowledgeable speakers on Tuesday and on the bus Wednesday.

Future Meetings:

May 7-10, 2007	Harbor Springs, Michigan
	theme: Transportation and Conservation: Public Use of Both
Fall 2007	Vermont
Spring 2008	Maryland
Fall 2008	Idaho

Minutes written by Win Stebbins

TCED Meeting October 2-5, 2006 in Cody, Wyoming

TCED members attending:

Phil Bell, NYS DOT	Landscape Architect
Jeff Caster, FlaDOT	Landscape Architect
Shane Marshall, UT DOT	Environmental Engineer
John Narowski, Vt AOT	Environmental Services Engineer
Tim Stark, WyDOT	Environmental Engineer
Win Stebbins, Michigan DOT	Design Engineer
Dan Stewart, PennDOT	Design Engineer
Greg Vitely, ID DOT	Environmental Planner

Guest: Chris Dacus HA DOT Landscape Architect

WyDOT:

Shelby Carlson, District 5 Engineer - Presented District 5 context
Kevin Powell, Principal Environmental Manager - NEPA on Chief Joseph Highway
Dr. Julie Francis, Staff Archaeologist - Archaeology throughout the field trip
Tom Hart, Wildlife Specialist - Wildlife throughout the field trip
Bob Bonds, Environmental Coordinator - Presentation of the Cody to Yellowstone Highway Projects
John Samson, Staff Agronomist - Presented reclamation and erosion control
Nicki Clawson, Administrative Assistant - Handled the many fine details for hosting the conference

Other Agencies:

Office of the Wyoming State Archaeologist: Dan Aekin, Project Archaeologist - Presented archaeology throughout the field trip

US Forest Service:

Rick Clark, USFS/WYDOT Liaison - Program Level
Darin Martens, USFS/WYDOT Liaison - Project Level
Becky Aus, Shoshone Field Supervisor - Presented with Bob Bonds in panel discussion and slide show
Terry Root, Shoshone District Ranger – Gave presentations during field trip. He was former employee of the U.S. Fish & Wildlife Service

National Park Service:

Dale Reinhart, Landscape Architect - he presented and helped with the field trip.

**Technical Committee on Environmental Design
Meetings Since 1990**

Host DOT & City		Date
Michigan		September 10-11, 1990
California		April 29-30, 1991
Missouri		October 28-29, 1991
Oregon		July 16-17, 1992
South Carolina		March 1-2, 1993
Delaware		October 4-5, 1993
Minnesota		June 23-24, 1994
Wyoming	Cheyenne	March 30-31, 1995
West Virginia	Charleston	October 16-17, 1995
Pennsylvania	Scranton	May 6-7, 1996
Missouri	St. Louis	October 15-16, 1996
Utah	Salt Lake City	May 13-14, 1997
Michigan	Detroit	October 20-22, 1997
Delaware	Lewes	April 26-28, 1998
Vermont	Burlington	October 4-6, 1998
California	San Diego	March 10-12, 1999
Wyoming	Jackson	October 3-5, 1999
South Carolina	Charleston	September 24-26, 2000
Missouri	St. Louis	April 22-24, 2001
Pennsylvania	State College	Sept. 30 – Oct. 2, 2001
Utah	Park City	April 3-5, 2002
Michigan	Grand Rapids	October 2-4, 2002
North Carolina	Wilmington	April 9-11, 2003
New York	New York	October 8-10, 2003
Minnesota	Minneapolis	May 12-14, 2004
West Virginia	Charleston	October 20-22, 2004
Mississippi	Natchez	May 2-5, 2005
New Mexico	Santa Fe	October 17-20, 2005
Florida	St. Augustine	April 17-20, 2006
Wyoming	Cody	October 2-5, 2006

TECHNICAL COMMITTEE ON ENVIRONMENTAL DESIGN MEMBERSHIP

Mailing Addresses

October 30, 2006

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Friends of TCED (until a member)

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AASHTO Technical Committee on Environmental Design
Members' Work Areas
October 30, 2006

Greg Akers West Virginia DOT
 Design Engr, Envir Engr??
 NEPA Project Manager, 4f & 6f
 Wetlands, freshwater mussels

John Narowski Vermont AOT VTrans
 Environmental Services Engineer
 Manages all Cultural & Natural
 resource assessments

Phil Bell New York State DOT
 Landscape Architect
 CAD Visualization Manager,
 CSS Leader

Keith Purvis, PE Mississippi DOT
 Roadway Design Engineer
 Wetland Permits
 SCOD member

Jeff Caster Florida DOT
 Registered Landscape Architect
 State Transportation Landscape
 Architect since 1993
 FLDOT CSS Team Member

Joe Sanchez New Mexico DOT
 Design Engineer, CSS Manager

Bob Schlicht FHWA Washington DC
 Design and Geometric Engineer

Karen Coffman Maryland DOT
 Registered Landscape Architect,
 Hydraulics and Stormwater Design
 NPDES work

Tim Stark Wyoming DOT
 Environmental Engineer
 Environmental Services Manager
 previously 14 yrs Design Engineer

Tim Hill Ohio DOT
 Environmental Administrator
 Chair of TC on Envir Process under
 SCOE

Win Stebbins Michigan DOT
 Design Services Engineer since 1995
 also 15 yrs Environmental Mitigation,
 5 yrs Route Location
 MDOT CSS Team Member

Susan Knudson Georgia DOT
 Asst Environmental Administrator
 NEPA, Public Involvement

Dan Stewart Pennsylvania DOT
 Design Engr, Quality Assurance
 Environmental work w/ Proj Devel
 Heads CSS for PennDOT

Shane Marshall Utah DOT
 Environmental Engineer
 Environmental Program Manager
 NEPA; was 10 yrs Road Design

Greg Vitley Idaho Transportation Dept
 Senior Environmental Planner
 NEPA: Noise, Air Quality
 NPDES, Permitting, Compliance

Jim McDonnell AASHTO Staff Wash DC
 Engr, LA, Envir??

Interested but currently unofficial member:
 Chris Dacus Hawaii DOT
 Registered Landscape Architect
 Attended Oct 2006 Cody meeting

As of October 30, 2006:

Current TCED Membership = 16

by AASHTO Region:

Region 1: MD, NY, PA, VT

Region 2: FL, GA, MS, WV

Region 3: MI, OH

Region 4: ID, NM, UT, WY

FHWA & AASHTO

Vacancies:

Region 3: 2 vacancies

by Discipline:

5 Design Engineers

Keith, Joe, Bob, Win, Dan

4 Landscape Architects

Phil, Jeff, Karen, Chris

6 NEPA-related

Tim, Susan, Shane, John, Tim, Greg

2 unknown yet (Greg & Jim)